

## NEW YORK HERALD

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THE NEW YORK HERALD was founded by James Gordon Bennett in 1835. It remained the sole property of its founder until his death in 1872, when it was sold to the Gordon Bennett, succeeded to the ownership of the paper, which remained in his hands until his death in 1918. The Herald became the property of Frank A. Munsey, its present owner, in 1920.

SATURDAY, OCTOBER 1, 1921.

## Denby Advocates Submarines.

Secretary DENBY has come out in a strong plea for three classes of sea-going submarines—mine layers, cruisers and fleet submarines. This is the first evidence that the Navy Department is beginning to recover from a condition of lethargy in its naval policy. For the past year it has ignored modern weapons. It now gives hope that it may look ahead and not astern. Better late than never!

It is a pity that the Navy Department did not wake up last fall, and again in February, when the naval bill was presented to Congress. But it was blinded by an obstinate conservatism. It had but one lonely idea in its head—the 1916 programme.

It is futile for apologists to maintain that the Department and the General Board advocated submarines and air forces at that time—that they were not shackled by conservatism. The truth is that their plea for submarines and air forces was voiced in a faint, consumptive whisper, while they shouted for another billion dollars of battleships with a megaphone. Naturally the megaphone drowned the whisper. As a result submarines, airplanes and airplane carriers were completely bombed off the naval bill.

Officers who were not on duty at the Navy Department vainly pleaded with Congress for modern weapons. But, amazing to relate, the Chief of Naval Operations himself recommended that the building of six large cruising submarines be stopped to get money for aviation. Congress cut out the submarines and then failed to supply an air force. As a result our fleet is helpless in modern war and will remain so for at least four years despite every possible effort.

The Navy Department and the Senate Naval Committee were told that long range submarines were vitally necessary. Admiral von SIEBEL had declared that they were far more efficient as scouts and commerce destroyers than any other class of ships. They are the only ships that can dare to cross the sea alone to attack or spy upon an enemy. They can cruise 25,000 miles, remain at sea four months and approach a hostile coast with impunity. And yet the officials at the Navy Department cut them out. Plainly there would be no hope for the navy if such counsel prevailed.

Confirming all this, a naval officer writing over the nom de plume of "Nautilus" makes the following statement: "Total submarines effective in the Pacific in future war (at any considerable distance from the coast), United States, six; Japan, sixty-six; odds, eleven to one."

This officer knows what he is talking about. But no officer who knew anything about submarines and the need of them had been permitted to appear before the Naval Committee. The Navy Department practically forbade it.

Submarines not only are needed to lay mines, to cruise across seas and to accompany the fleet in battle, but they can carry dismantled airplanes for emergency use. We may be sure that our next enemy will have them. They would be useful to him in bombing the Panama Canal. No doubt he is prepared to do this. It would be his first move—or should be if he had sense.

Verily, Secretary DENBY has not acted too soon. There is need of an awakening at the Navy Department. A little new blood might help. Strong, far seeing, able officers versed in modern naval warfare should be at the helm.

## Post Those Letters Now.

Elsewhere on this page is a letter from New York's Postmaster, Mr. MORGAN, on a subject which is important to every business man.

The early mailing of letters is a reform by which business houses are able to help themselves as well as the Post Office people. When letters are mailed at intervals through the day, instead of being saved for one grand avalanche at the close of business,

these letters get more quickly to their destinations.

What is also important, early mailing helps the flight of the letters that are posted late in the afternoon. If the postal clerks are not swamped they dispose of the "peak hour" mail rapidly. The offices that post their letters every hour or two are helping to solve one of the old, hard problems of the New York Post Office.

## Three or Four Railroads.

The ideal national transportation machine as to economics, finances, responsible control and modern standards would not be a score of great railroads any more than a couple of hundred, good, bad and indifferent. It would be a single system. But if so vast and overshadowing a railroad unit under private control and management is out of the question—and there seem practical reasons why it is out of the question—then the logical alternative is not nineteen systems, it is not more than four or five.

With nineteen systems there still would have to be several that would remain half starved. The very essence of the consolidation principle is to let those roads that put fat on their ribs in their own rich grazing pastures support those whose ribs are bare for all the sustenance they can gather in their barren fields.

To bring about such a distribution of fat and the lean that there need be no pauper railroads and no always struggling systems the four or five grand divisions of national transportation must be created by virtually tearing to pieces the majority of the weak systems in existence to-day. They must be re-collected into the few groups, moreover, with a view not merely to the strong carrying the weak but to the normal flow of traffic in the national territorial divisions and subdivisions of the country.

This, it will be said, would prevent competition. In the old sense, yes. But the day of unrestrained railroad competition ended on the day the power of rate making was vested in the Interstate Commerce Commission.

Our railroads will never again enjoy the privilege of independent rate making. Nor do they need it in view of the income provisions of the transportation act of 1920, if those provisions are perfected and adhered to. What the railroads do need is a plan of consolidation that will do away with the hundreds of petty railroad problems and the thousands of cases of inefficiency and unnecessary and wasteful competition, and at the same time erect a limited number of—a very few—strong systems with enough possibilities for initiative to enlist the thought and energy and engage the imagination of men of the old type of pioneer railroad builders like the Hills, the Vanderbilts and the Harrimans.

For the rest they will have to rely on the natural rivalries of the human race. There is and always will be an inextinguishable competition between man and man. It is the instinctive impulse of the boy to climb higher in the apple tree than any other boy, of the runner to outstrip his rival in the race, of everybody that is healthy, normal and wide awake to want to give somebody else a tussle for the lead in whatever they are doing together.

There will continue to be that sort of competition among four or five railroad systems or among the personnel of the various parts of any one system. It is about all that there can be under two dozen systems or half a dozen.

## A Step Forward in Opera.

St. Louis, more than any other city in the United States outside of New York, is confident of its musical future. It has just come with credit through a great adventure. New York might be patronizing on the subject. It is certain that Chicago with an opera company of its own would take little satisfaction out of such an experience. But St. Louis has no fear of the reproach of the deficit. It may admit that its triumph, after all, was not an important one in the world of musical art. It had, however, the almost unique feat of paying its way. There have been more pretentious music enterprises which never accomplished as much.

There was, indeed, a fair profit on this invasion of art by the municipality. Then more than two hundred thousand persons were entertained in altogether commendable fashion in Forest Park, where for two months open air performances were given. To be sure, only operetta was performed. The better known works of the light repertoire were capably sung. "Fra Diavolo" was the nearest approach to grand opera on the list. The profits of the season are to be devoted to the improvement of the municipal theatre, since it is forbidden to present money making enterprises in the summer playhouse. It may be that St. Louis aim was not high. Its scheme, however, was successfully carried out.

Boston is about to start out on a similar if somewhat more ambitious undertaking. Thirty weeks of the coming season will be devoted to representations of opera in English. The usual repertoire will be sung. No novelties are announced nor will there be any performances of the operas of WAGNER. A catholic list of works includes the masterpieces of nearly every school of composers, Boston had its own opera house for several years and its own company presented ambitious performances.

usually in the tongue of the original. The plan did not take deep root. Now opera in English without famous artists is to be attempted.

The experiment will be observed with interest from various quarters. The establishment of opera companies in the different large cities of the country is looked upon as the one means by which opera can be made a native and not an exotic form of entertainment in the United States. Continental cities that would be accounted small over here used to support their opera houses during a certain period every year. Both in this country and England brief seasons by high priced celebrities satisfy the public need for opera. Recent efforts to establish permanent companies in England have not been successful. One or two touring companies are the nearest approach to a regular organization that England possesses.

The foundation of local and competent troupes in the various cities would be the first step toward acclimatizing opera in the United States. The Boston experiment is by no means the first effort in this direction. None of the others proved successful. Yet there is always the hope in the minds of many persons that our public may be ripe for such an artistic enterprise.

## Rathenau Tells the World.

For specific statement of hard, cold fact about the German reparations payments as fixed by the London agreement the following declaration of Dr. WALTER RATHENAU, German Minister of Reconstruction, before the Congress of the Imperial Association of German Trades stands in a class by itself.

"We must go the limit of our capacity with regard to reparation. Complete fulfillment of the terms of the ultimatum will affect the world economically more severely than ourselves."

"England has three million and America six million unemployed. The more Germany must work, the more the others must cease working. What is needed is an international economic understanding."

No Cabinet Minister in any country outside Germany has had either the common sense or the stoutness of heart to state the reparations case in the blunt, straightforward terms employed by Dr. RATHENAU. The collapse of the German mark will force the Allies to accept payments in goods, either by direct shipment of German products to allied and American markets or by the sale of German goods in other markets where allied and American products formerly were placed.

The international economic understanding which Dr. RATHENAU says is necessary will have to be reached some time, not because of a collapse of German industry or of any shrinkage of German ability to pay in kind but because the present arrangement gives Germany control of the international money market, and before many more moons would give her control of the world's trade.

## Raisins and Reasons.

The National City Bank has issued a bulletin on the somewhat unusual subject—for a great financial institution—of raisins. This commodity has been having a spectacular career. The American raisin industry began to assume interesting proportions about twenty years ago. Our imports, which had run as high as 40,000,000 pounds, began to fall; in 1919 they were only 12,000,000 pounds. Our exports rose from 3,000,000 pounds in 1898 to 110,000,000 pounds in 1919.

In the last two years, however, our imports began to increase. From 120,000,000 pounds in 1919 they bounded to 14,000,000 pounds in 1920 and to 43,000,000 pounds in the fiscal year 1921. And the 1921 reports showed that our exports were declining terribly. We were keeping our raisins at home and at the same time buying more abroad.

The bank bulletin does not attempt to explain the causes of all this. Let us turn, therefore, to that great record of wisdom the Congressional Record, and to a speech by Senator STANLEY of Kentucky in the Senate last week. The Senator is quoting the statement of a Mr. AARON SAPIRO on raisin conditions in Fresno county, California:

"Since prohibition raisins no longer are a food problem but a booze problem. Since that time the raisin growers, instead of receiving 8 or 9 cents a pound, are getting this year almost 20 or 21 cents a pound."

The next thing you know there will be a report from the banks on the tense state of the dried cherry market and solemn Senators will be discussing the wonderful advance of the hop industry. Meanwhile if Europe wants to be fed she must not ask for too many raisins. She would not use them, anyway, for anything except bread pudding. And bread pudding is just as bad without raisins as with them.

## New Game Laws.

If the new game laws, both Federal and State, are enforced they should have a good effect. The provision regarding migratory birds which prevents the inclusion in a sportsman's bag of game killed by guides is especially praiseworthy, and it should stop a custom which has been general in the past and has been destructive of game.

There has been a tendency all over the Union to enact measures for the better protection of game. In many States the open season has been cur-

tailed. In several cases Federal and State laws have been made to harmonize. The benefits are apparent.

It is heartening to read sportsmen to find that Idaho, Kansas, Montana, Nebraska, Oregon and Washington have joined the States which prohibit the hunting of wild fowl from airplanes. The very fundamentals of sport are violated by the use of this machine in the taking of ducks and geese. The enactment of such laws in Michigan, Montana, Nevada, North Dakota, South Dakota and Vermont and in Washington west of the Cascades will increase the supply of deer materially in those regions. Maine, to which State most of the big game hunters of the East usually go, has protected her spike bucks and also provided that one of the two deer allowed each hunter in the eight northern counties must be an antlered buck. In two of the counties of Maine only residents may hunt deer the last two weeks of the season; bull moose are protected for the next five years.

New Jersey by placing the reed bird on the non-game list has removed this delectable morsel from the tables of her citizens. Incidentally many gunners are deprived of a pleasure they prized especially, that of poling a punt through the reeds of the myriad waterways of the State and taking toll every autumn of the flocks.

Renewed protection comes to the woodcock, considered by many the finest of all our game birds, through curtailment of the open season in this State by two weeks, in Vermont by a full month and in Michigan by twenty-five days. It only means a more strenuous quest of this magnificent bird, whose fluttering above the alders makes the heart of the most jaded sportsman thrill with a sensation all its own.

## The Ex-Kaiser's Taxes.

WILLIAM SAWS wood in Holland and ignores the German tax collector, according to a complaint made by the Berlin newspaper *Vorwärts*. If he pays his taxes ultimately, after the disputed ownership of certain lands is settled, the former Kaiser will make a considerable contribution to the treasury of the German republic. The German income tax rate is:

Income of	Approximately, per cent.
\$300	10
375	12
500	16
625	20
1,500	35
2,500	41
5,000	48
7,500	52
10,000	54

The former Kaiser's income has been variously estimated, but if it amounts to \$100,000 a year, which would be a tidy sum of 10,000,000 paper marks, he must contribute more than half under the income tax schedule, leaving him \$50,000 for living expenses.

It will be seen that in Germany the tax reaches 41 per cent. on \$2,500, while in America under the present income tax law a married man with three children would pay no income tax whatever on an income of \$2,500.

The question arises as to how any German subject with a modest income could possibly pay these taxes. GUSTAV BRASSING, writing in the *Weekly Review*, asks:

"Why should any German put aside money to-day if the Government is going to take from him the greater part of his accumulations by way of a tax on property, a tax on profits and increase in property value, and an income tax without parallel anywhere?"

The answer to this question, as returned visitors to Germany abundantly testify, is that the taxes are not paid. Demoralized currency and unsettled political conditions have made it easy to evade taxation in Germany. The Government fixes a rate of 54 per cent. on incomes of \$10,000, or 1,000,000 paper marks, but by the time the taxpayer has transferred part of his savings abroad and hidden the rest, or the major part of it, under charge-offs, depreciations, increased overhead, &c., the public treasury contribution comes out at the little end of the horn.

Tax rates, like so many other things in present day calculations concerning Germany, are not what they look like on the surface.

A noted eugenicist refuses to excuse persons for not marrying because they are "wedded to their art." The children they might have, he says, would do enough good to make up for the sacrifice. In most cases the children wouldn't have to try very hard.

Mr. McGraw has won his seventh National League pennant. In the comparatively tame battles of baseball *JOHN* is a wonderful warrior.

Here's October. Once it was celebrated for its brown ale. Now it has its Fire Prevention Day, its Candy Day and its Columbus Day.

## A Moving Day Puzzle.

It's time again! It seems to reign more frequent with the years. The baby's girth, the far from dumb; His mother is in tears.

The chairs are stacked, the dishes packed. The beds abide their fate. But they and you, depressed and blue, Can only stand and wail.

Why is it that's however pat? You scheme, contrive and plan For months ahead, that van of lead Is never in the van!

MAURICE MORRIS.

## Burning Refuse.

The Bronx and Queens Suffer From Rikers Island Smoke Clouds.

TO THE NEW YORK HERALD: When Judge Hyman was stumping the city in 1917 he made much of the removal of a scientific garbage disposal plant from Rikers Island to Staten Island brought about during Mayor Mitchell's administration. No doubt the people of Staten Island disliked the prospect of having a reduction plant near them, but the annoyance from the odor and the menace to health were, in venture to state, negligible when compared with the discomfort and suffering which dwellers in the Bronx and in Queens have to undergo as a result of the constant burning of rubbish and 5 per cent. garbage in the open on Rikers Island. Complaints are constantly being made to the Street Cleaning Department because of the nauseous and irritating smoke which rolls in clouds over the sections adjacent to the island of the Sound. Yet nothing is done about it.

Flushing suffers a double dose of this unnecessary evil. The smoke from the Corona dumps, when the wind is south-west, wafts over that community, and when the wind is from the northwest Rikers Island makes the air blue. College Point and Whitestone are almost constant victims because the prevailing winds are southwest and west.

In the June report of the city authorities, including Health Commissioner Royal S. Copeland, the statement is made that Rikers Island can be used but a short while longer as a dumping ground for Manhattan's ashes and refuse unless its present bounds are extended. Otherwise it will be necessary to furnish a new place of disposal.

If this is the case it is time that the smoke and smells from that source be suspended permanently. Rapid transit has brought thousands of taxpayers and rent payers into the sections which suffer from this open burning of refuse. It is a marvel that they have stood it as long as they have. Health Commissioner Copeland says he has ordered an extension of water pipes to be used to wet down the refuse in the fill, which, it is expected, will minimize the nuisance. Dr. Copeland's intentions are no doubt excellent, but he should know that the smoke pours off Rikers Island even in the severest rain and snowstorms of winter.

In the Paris Opera I heard the Cleaning Commissioner Leo say he has been using a fireproof tin. If so, they must be pouring kerosene on the dump. G. S. EDGECOMBE.

ARLEIGH, September 30.

## Early Mailing.

A Movement in Which All Business Men Should Join.

TO THE NEW YORK HERALD: I take great pleasure in expressing to you my sincere appreciation for your kind cooperation with this office in its efforts to encourage early mailing of the different classes of mail matter, particularly letter mail, and thereby expedite the handling and despatch of same.

The assistance rendered by you in handling the greater portion of your letters before 5 P. M. has had a most gratifying result, and I am glad to inform you that similar efforts are being manifested by a large number of firms and individuals.

It is believed that the campaign for early mailing, which is at all times being energetically conducted, will be the means of convincing the public of the benefits that will undoubtedly be derived by early mailing, thus reducing to a minimum any large accumulation of mail matter during the "peak hours," namely, between 5 P. M. and 7:30 P. M., and will also be effective in invariably insuring connections with the trains for which intended.

E. M. MORGAN, Postmaster.

New York, September 30.

## World Series Plays.

A Protest From One of the Oldest of New York Baseball Fans.

TO THE NEW YORK HERALD: The letter of Mr. Olney protesting against the greed of the baseball magnates, as shown in the prices for tickets in the world series games, strikes a responsive chord.

When Stenham bought control of the Giants two years ago the books of the club showed that for two consecutive seasons the annual profits ran from \$200,000 to \$400,000. Stenham paid about a million dollars and would probably refuse to pay an offer of twice that amount. The profits for the last two years have been beyond their fondest dreams, and the Yankees, by the purchase of the wonderful Ruth, have made much more than the Giants.

I am probably the oldest fan who attends a great many games every season and all the world series games played in New York, so I feel free to make a strenuous kick against the practical plans of the baseball clubs. I can only wish them hoist by their own petard, but expect no such luck while a fool is born every minute. J. S. HAYDEN.

New York, September 30.

## The Golden Docks.

Costly Protection Said Not to Stop Pilfering.

TO THE NEW YORK HERALD: Your editorial article "The Golden Docks" does not touch upon a phase of the matter that is of equal interest with the excessive cost of pilfering New York's docks.

An inquiry started to ascertain what benefits were derived by the steamship companies for the \$100,000 a day that they were paying for protection would develop some interesting facts. At least others it would show that the losses from pilfering at the docks have become so great as to force a number of our insurance companies out of business. Those remaining, instead of insuring goods at 110 per cent. or more of their value, as heretofore, now decline to insure them for more than 75 per cent., and this only after jacking up their rates time and again.

As the cost of protection has risen the losses have become greater, so that we must to the inquiry of what benefit is this costly protection?

LEO L. D'UTASSET.

New York, September 30.

## Commuters Not Caught Napping Now.

TO THE NEW YORK HERALD: Now that the danger of saving naps is over, commuters are feeling rested up already. You will notice there is no more falling asleep in the trains. Besides, we have plenty of time now to eat our breakfast.

New York, September 30.

L. F.

## Stransky Back to Lead Philharmonic

Conductor Engaged for Concerts in Austria and Germany Next Spring.

Joseph Stransky, who with Dr. Willem Mengelberg of Amsterdam, will preside again this season over the concerts of the reorganized Philharmonic Society, returned from Europe yesterday by the Rotterdam after a summer abroad, during which he visited Holland, Czechoslovakia, Austria, Bavaria, Switzerland and France. He spoke of the amalgamation of the Philharmonic and National Symphony orchestras under Koussevitzky, Claretie, H. Haskay, Otto H. Kahn and Armin W. Kreh, as "a fortification of Philharmonic ideals forever."

He said that, according to his new contract, he will conduct the concerts each season until February, when Dr. Mengelberg will take charge of the orchestra. In regard to this arrangement Mr. Stransky said:

"In opposition to some rumors and articles I want to state that this arrangement was made in accordance with my desire and not against my wishes. Dr. Mengelberg and I are in absolute harmony. Mr. Bottenheim, Dr. Mengelberg's manager, called on me in Paris and we found that there was nothing in the way of making the Philharmonic season the greatest success. Our programmes are made, the works of the standard repertory, the best artists are selected. The prospects of the Philharmonic's eighteenth season seem bright enough for a real jubilee."

Mr. Stransky added that George Kossel, a Viennese impresario, persuaded him to sign a contract for twenty concerts in seventeen European cities, beginning early next spring. One of these concerts will be in Vienna on April 23, where he will lead the former Imperial Orchestra. He has not appeared in Europe since 1915, when he conducted in London, Berlin and Dresden. He also received an offer to conduct a number of festival opera performances, especially of Wagner, in Germany and if his demands, so far as cast, chorus and orchestra are concerned, will be met, he will accept the offer.

As to his experiences in European music last summer, Mr. Stransky said: "The Viennese Philharmonic Orchestra gave a concert under Weinberger at Marienbad. In Vienna I heard a performance of Goldmark's 'Queen of Sheba.' In Munich I listened, in company with Toscanini, to Pfitzner's 'Palestrina' and to Richard Strauss's delightful new version of 'Adrienne Lecouvreur.' In the Paris Opera I heard the revival of Berlioz's 'Les Troyens.' These performances, with all due credit to their merits, would not be able to satisfy the demands of our American public."

## The Burden of Decision.

From the Kansas City Star.

The burden of decision rests on me, I must speak yes or no to Love to-day— I know not if the little god but play With us, or what our future course may be. Should we together sail this unknown sea. Of life! The simple word that I must say.

May capture joy or frighten it away— And so, Dear Heart, I say it prayerfully. And yet, with all the hope and faith of youth, My soul is eager for the past; come near And let me see your face and read the truth— For nothing daunts me if you love me.

Dear Heart, I say it prayerfully. And yet, with all the hope and faith of youth, My soul is eager for the past; come near And let me see your face and read the truth— For nothing daunts me if you love me.

The burden of decision lightens grows Since in your eyes the lighter brightly flows.

ELLIE TATUM DIERHEL.

## Ingersoll and Beecher.

Compliments Exchanged at a Political Meeting in Brooklyn.

TO THE NEW YORK HERALD: Arthur E. Clarke recalls that on October 28, 1880, Robert G. Ingersoll addressed the greatest political audience ever assembled in Brooklyn, being introduced by Henry Ward Beecher, who introduced to you a man who, as I may say it not flatteringly, is the most brilliant speaker of the English tongue on this globe.

As I was present on the occasion of the political meeting to which Mr. Clarke refers and have a most distinct recollection even to this day of the exact words used by Beecher as well as by Ingersoll I give them to you thus: Beecher in introducing Ingersoll said: "I now introduce to you Robert G. Ingersoll, the greatest orator of any land under the sun."

The applause which greeted this introduction was the greatest I ever heard at any meeting in a lifetime, but was fully equalled by the applause which followed when Ingersoll, waiting for the audience to become absolutely quiet, said: "It has taken this world through the sands of years to produce a Beecher."

ROBERT ORR.

BROOKLYN, September 30.

## Colonel Ingersoll's \$100,000 Fee.

TO THE NEW YORK HERALD: The interesting reminiscences employed by Arthur E. Clarke in his able defense of Colonel Robert G. Ingersoll's ability as a lawyer should have been augmented by the fee he received after the acquittal of the Dorsey brothers in 1883.

It was reported in the public press that before the Colonel had time even to consider what his remuneration ought to be a check for \$100,000 was sent to him by the Dorseys. It was further stated that this was the largest fee ever given.

WILLIAM H. THIPP.

WEST POINT, September 30.

## Slacker Senators.

TO THE NEW YORK HERALD: A list of forty-four slacker Senators should be kept before the public. This is no more than fair to the people who sent these men to Washington. Furthermore, it will help the voters to determine at the next election whether they are worthy of continuing in the trust which has been placed in them. A. L. NACKE.

BROOKLYN, September 30.

## Animal Shows of the Past.

Modern Entertainment Weak Contrasted With That of Old Rome.

A. Blake is the